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ONE HUNDRED FIFTEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
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March 6, 2017

Mr. Anders Karrberg
Vice President of Government Affairs
Volvo Car Group
2900 K Street, N.W.; Suite 401
Washington, DC 20007

Dear Mr. Karrberg,

Thank you for appearing before the Subcommittee on Digital Commerce and Consumer Protection hearing entitled "Self-Driving Cars: Road to Deployment."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Monday March 20, 2017. Your responses should be mailed to Giulia Giannangeli, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to Giulia.Giannangeli@mail.house.gov.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



Robert E. Latta
Chairman
Subcommittee on Digital Commerce
and Consumer Protection

cc: Jan Schakowsky, Ranking Member, Subcommittee on Digital Commerce and Consumer Protection
Attachment

Attachment 1—Additional Questions for the Record

The Honorable Brett Guthrie

1. I understand that a handful of states have enacted laws regulating the testing and deployment of self-driving cars. Many other states, and some cities, have signaled an intent to legislate in this area as well. How have state laws had an impact on the current testing and deployment of self-driving cars?
2. If states continue to legislate in this area, what impact do think it will have on the investment and development of self-driving cars here in America?

The Honorable Jan Schakowsky

1. You stated that Volvo offers an optional motion sensor in its cars that can sense if an animal or child moves, but cannot sense heartbeats. Can you elaborate on this technology's effectiveness at preventing child heat deaths, and is there anything Volvo is working on to ensure a sleeping child is not left behind in a hot car?
2. I think the best way to keep defective vehicles off our roads is to prevent the sale of used cars under recall until the recall is repaired. Has Volvo committed to not selling used vehicles as "safe," "repaired for safety," passed a "rigorous inspection," and/or qualified to be sold as "certified" pre-owned cars when they have open recalls?
3. There is a lot of interest in expanding NHTSA's authority to grant exemptions from FMVSSs. Does Volvo support public notice and a comment period when automakers request an exemption or should NHTSA be allowed to make these determinations without public input? If Volvo does not support notice and comment, why?
4. It has been widely reported that autonomous commercial motor vehicles could precede autonomous cars in widespread distribution. Will Volvo be selling AV trucks? If yes, when will those sales begin? What assurances will Volvo provide to the motoring public that AV trucks are safe?
5. There has been a lot of discussion about the importance of data sharing among the companies, with NHTSA, and with the public. I understand the sensitivity around sharing certain company data, and I know that no company wants proprietary information revealed to its competitors.
 - a. Assuming confidential business information is adequately protected and that only relevant safety information is shared, does Volvo agree that more data sharing would help improve self-driving cars and lead to quicker deployment? Does Volvo agree that the public needs more information to know self-driving car are safe?
 - b. Please list types of information that Volvo is willing to share and types of information Volvo would not be willing to share? And detail with whom Volvo is

prepared to share that information, such as other companies, NHTSA, or the public.

6. Some have expressed concern that testing through miles of driving may not adequately represent all real driving conditions, e.g., that such testing is occurring on open highways and not necessarily in city conditions. Please list how many miles Volvo autonomous vehicles have been tested and under what conditions such testing has occurred.
7. There has been discussion of level 4 AVs being rolled out as ridesharing fleets before being sold to individuals. How does Volvo plan to educate ridesharing passengers on what to do should a problem occur with those vehicles?

The Honorable Tony Cardenas

1. California has been a pioneer and leader in technology for many years. More recently, Southern California and Los Angeles have been home to rapid growth in an exciting technology industry. Of course, as policymakers, part of our jobs is to make sure that our laws don't fall too far behind. It's definitely easier said than done. Given that, I am encouraged by the conversation, and hope that we can continue to explore this in a bipartisan way, with the collaboration of industry.
 - a. We know you're concerned with a situation in which 50 states develop 50 different ways of addressing autonomous vehicles. When exploring the development of a federal standard, what within the California standards developed over the past few years has worked well? How has California being at the forefront contributed to AV development?
2. As technologies evolve, our workforce also evolves. I've heard some really interesting ideas from companies about how they're thinking about addressing this issue when it comes to our workers.
 - a. Has Volvo studied the possible effects of mass deployment of autonomous vehicles on transportation jobs? If so, are there any initiatives that are being developed to ensure our workforce doesn't get left behind?

Attachment 2—Member Requests for the Record

During the hearing, Members asked you to provide additional information for the record, and you indicated that you would provide that information. For your convenience, descriptions of the requested information are provided below.

The Honorable Jan Schakowsky

1. Even though we are sometime away from fully self-driving cars on the road, manufacturers have developed some very helpful self-driving technologies right now. From blind spot detection to rear seat notification. I want to focus on those discrete technologies. Last year, 39 children died from heatstrokes in cars. These are tragic accidents. Last year, Reps. Tim Ryan, Peter King, and I introduced HOT CARS, a bill to equip new vehicles with rear seat notification to warn drivers that a passenger may be left behind. What is GM doing to prevent child heat deaths?
 - a. Are your companies working on technologies to prevent child deaths?
2. The best way to prevent defective vehicles off our roads is to prevent the use of cars that have been recalled. GM has committed to not selling used vehicles as certified pre-owned when they have recalls?